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by doctors for those who have spent a con-

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have already engaged villas, rooms at hotels,

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DAILY WEATHER REPORT

OBSERVATIONS BY SURVEY DEPARTMENT.

ALEXANDRIA.

Direction of wind. Force. State of sky. Max. temp. in shade. Min. temp. in shade. Humidity. Remarks.

Since Saturday 11 a.m. clear weather has prevailed, and the

barometer has been rising.

OTHER STATIONS.

For the 24 hours ending 3 a.m. Yesterday.

STATIONS. Max. temp. in shade. Min. temp. in shade. State of sky.

Port Said. 29 14 Merowe. 35 19

Suez. 29 14 Herber. 36 19

Helwan. 35 13 Shakh. 38 17

Ghiseh. 34 12 Khartoum. 40 18

Assiut. 30 12 Wad Madani. 41 13

Assuan. 28 16 Dueni. 38 19

Wady Halfa. 35 14

FOREIGN STATIONS.

STATIONS. Barom. Wind. Temp. State of sky.

Trieste. 755.5 Very Light 10 Very Slight

Malta. 764.9 Almost Calm 17 Very Slight

Sindia. 762.4 Light 21 Very Slight

Aden. 764.8 Almost Calm 20 Very Slight

Amman. 761.3 Calm 23 Very Slight

THE EGYPTIAN GAZETTE.

SUBSCRIPTIONS.—Alexandria, Cairo, and

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P.T. 231 per annum, P.T. 116 for six

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MEETING OF THE FLEETS.

RUSSIANS AND JAPS CLOSING.

ENGAGEMENT EXPECTED.

PENANG, April 8.
Steamers arriving here report the sighting of Russian and Japanese warships in the Straits. An engagement is expected. (Reuter.)

LONDON, April 8.
The "Standard" learns from Singapore that 27 warships, believed to be Japanese, have been sighted about 100 miles to the south of Penang. (Reuter.)

SINGAPORE, April 8.
The S.S. "Tara" reports that she has sighted Russian ships 130 miles north of Penang. (Reuter.)

SINGAPORE, April 8.
The Russian warships, including 25 destroyers, are now passing Singapore, steering north. (Reuter.)

SINGAPORE, April 9.
The fleet, composed of 6 battleships, 9 cruisers, 8 destroyers, 3 converted Hamburgs, 10 colliers, 3 volunteer ships, 16 colliers, 1 salvage ship and one hospital ship was steaming at a speed of 8 knots. The fleet showed evidence of a long voyage in tropical waters. All the ships had seaweed along their waterline. The fleet passed 7 miles out and, consequently, exchanged no salutes. The Russian Consul visited the Vice-Admiral's ship and conversed from a launch without going on board. The fleet was burning soft coal giving off a tremendous smoke which was visible for many miles. Several submarines were seen at their posts all day, and on the alert. The fleet is expected to arrive at 5 p.m. in the afternoon. There is no further news regarding the fleet. (Reuter.)

SINGAPORE, April 10.
The Baltic fleet mentioned yesterday did not include the most important fighting units, the flagship "Kniaz Suvaroff," the "Imperator Alexander II," and the "Borodino" with their complement of cruisers and destroyers. Their whereabouts are unknown. (Reuter.)

THE CHINA SQUADRON.

HONG-KONG, April 8.
The Chinese squadron is preparing for sea. "M.S. cruiser 'Sutlej'" sails for Singapore today. (Reuter.)

THE KING'S CRUISE.

ARRIVAL AT PORT MAHON.

MARSEILLES, April 8.
The King and Queen have left for Port Mahon. (Reuter.)

PORT MAHON, April 9.
The King and Queen of England have arrived here. (Reuter.)

PORT MAHON, April 9.
King Edward has arrived and was greatly cheered. (Havas.)

INSURRECTION IN CRETE.

CANEA, April 10.
The insurrection in Crete is more serious in character. The British and French, and Italian detachments, has gone to Selino, where disturbances are taking place. (Reuter.)

RUSSIAN ARRESTS.

ST. PETERSBURG, April 8.
Several members of the Moscow Medical Association have been arrested. (Reuter.)

OBITUARY.

LONDON, April 9.
Rt. Hon. Sir Francis Henry Jeune (Lord St. Helier), and Lord Chelmsford are dead. (R.)

HOME FOOTBALL.

BELFAST, April 8.
Association.—Ireland v. Wales. Two goals each. (Reuter.)

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BEST CHEMICAL PRODUCTS.
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35. PER DAY, WINE INCLUDED.
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THE WAR.

TWELVE HOURS' FIGHT.

JAPANESE TURNING MOVEMENT.

ST. PETERSBURG, April 8.
Linievitch reports a 12 hours' fight on the 4th inst. to the north of Csangtufu. The Japanese losses are considerable. The Russians lost 40 men. (Reuter.)

KHARBIN, March 9.
There is no doubt that the Japanese are attempting a turning movement under the orders of General Oku. (Havas.)

ST. PETERSBURG, April 9.
On the occasion of the regimental fêtes, Generals Kuropatkin and Linievitch telegraphed to the Emperor reporting the splendid bearing of the troops, whose devotion to the throne is unbounded and whose confidence in an ultimate future victory is fervent and unshakable. (Reuter.)

LOCAL AND GENERAL.

CATTLE PLAGUE.—During the week ending Saturday 42 deaths from bovine typhus were reported throughout Egypt, as against 4,205 deaths during the corresponding period last year.

INTERNATIONAL CHAMBER OF COMMERCE.—We may remind those interested that the statutory general meeting of this Chamber will be held at the Grand Continental Hotel, Cairo, to-morrow at 4 p.m.

SUEZ CANAL.—14 vessels passed through the Canal on the 6th inst., 11 of which were British, 2 French, 1 German. The day's receipts were frs. 109,488.67, making the total from the 1st inst. frs. 2,049,625.15.

THE WAKES ADMINISTRATION has appointed Maître Frederik W. Simon, the well-known member of the bar of the Alexandria Mixed Tribunal, to the important position of official counsellor to that administration. This selection has given great satisfaction.

MENA HOUSE DANCE.—The last small dance of the season at Mena House Hotel will take place this evening at 9.30 o'clock. There will be a special late tramway service on this occasion. Mr. A. Bracale's orchestra will play during dinner and later on the terrace.

ALHAMBRA THEATRE.—A special gala performance is to be given this evening in honor of H.R.H. the Duke of the Abruzzi and for the benefit of the unfortunate artists of Gatti's circus troupe. The crew of the Italian cruiser are to be present at the performance, which will be taken part in by several artists of Gatti's circus.

INTERNATIONAL CHAMBER OF NAVIGATION.—At a general meeting of the members of the International Chamber of Shipping, held on Saturday, the committee which has been in office since the creation of the Chamber, was unanimously re-elected for a further period of three years. The committee is composed as follows:—Messrs. J. Ricard, president; F. Allen and G. Barker, vice-presidents; E. Minotto, secretary; F. Baldovino, Th. Ivanoff, H. de Pitner, and A. Stross, members.

THE BANDMANN-DALLAS OPERA COMPANY.—The long-expected return visit of this excellent combination is now definitely announced in our advertising columns. An exceptionally attractive programme has been arranged, including all the latest musical comedy successes from London, and commencing with "A Country Girl" on Saturday, 22nd inst. The Khedive, the Earl of Cromer, and Brig-General G.M. Bullock, have given their patronage to the performances, which will be held at the Khedivial Opera House. The prices, considering the expense of such a large company, are most reasonable, and even off these subscribers for the eight performances receive 20 per cent. discount—a liberal offer which is sure to be fully taken advantage of. The subscription opens to-morrow at the box office of the Khedivial Opera House. This time a thoroughly good orchestra has been secured, made up almost entirely of the Opera House orchestra.

STEAMER MOVEMENTS.

The Ellerman S.S. "Anatolia" is expected here from Odessa on Thursday night, and will begin loading for Liverpool immediately.
The Moss liner "Tabor" sailed from Liverpool on Friday afternoon last, and is due here about the 21st inst., with passengers, mails, and general cargo.
The Messageries Maritimes S.S. "Senegal," from Marseilles, passed the Straits of Messina on Sunday afternoon and is due here to-morrow.
The S.S. "Ararat," of the Papayanni Line, left for Liverpool yesterday afternoon.
The S.S. "City of Khios," of the Papayanni Line, arrived at Liverpool this morning.
The S.S. "Belgravia," of the Papayanni Line, is expected from Constantinople to-morrow morning and will leave for Liverpool in a few days.

THE ASSOUAN DAM.

NEW THEORY OF STRAIN EXPLAINED.

(FROM A CORRESPONDENT.)

London, April 3.
There has hardly been time yet to have received the criticisms of the wise men of Europe and America on the recent decision of the Egyptian Government to postpone—for the present—the completion, as some eminent men are pleased to call it, of the dam at Assouan by increasing the height by some eighteen feet. Such men do not care to commit themselves in a hurry when a fresh proposition, of a nature such as this, is first put before them. We must have patience yet before we can expect to receive the general opinions of scientific authorities.

For one, however, who has been familiar with all the details of this great work from the commencement, as is the case with the consulting engineer, Sir Benjamin Baker, it is not surprising that he should give the public the benefit of his views, however slight, as early as possible. They have indeed a right to expect it. Sir Benjamin has informed a reporter of the "Daily Mail" that this decision of the Egyptian authorities is by no means entirely due to the theories recently propounded by the learned mathematicians. Primarily it is due, according to Sir Benjamin, to the fact that during his recent visit he found it necessary to advise the authorities that the apron, or floor of masonry, a small portion of which was put down last year, must be extended along the whole length of the dam, so as to protect the base of the structure from any mischief in future, such as might be caused by the great rush of water through the sluices, which at times, when it rises to the sixty feet level, has such a pressure that it flows through the sluices at the rate of over 36 miles an hour.

The diagrams below, which I have taken from the "Daily Mail," will better enable your readers to understand this:—

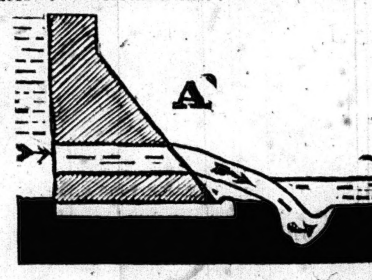
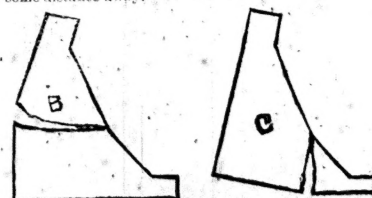


Diagram A clearly shows how the bed of the Nile is eroded by the sluices, necessitating the masonry "floor" or "apron" which is now being extended along the whole length of the dam, and which will protect the base of the dam, and prevent the water from flowing through the sluices at the rate of over 36 miles an hour.



The two diagrams, B and C, illustrate the new theory which has been advanced. Formerly it was assumed that a masonry dam would "give" to water pressure as in B. It is now suggested that the whole dam would tilt over, and a vertical crack would develop as in C.

In the opinion of several engineers with whom I have discussed the question, this alone is sufficient reason for "going slow" for the present, although some think the necessity for this work should have been foreseen from the commencement and therefore undertaken earlier. However that may be, the decision is considered a wise one, if there were no other reason to justify it. But there is yet another reason, for some months ago the theory of Mr. Atherley and Professor Karl Pearson that the stresses are also in a vertical direction as well as horizontal, was propounded in a pamphlet, which, as soon as it came into the hands of the Egyptian authorities, set them, "a-thinking." Their consulting engineer was called out to examine and discuss the theory on the spot, with the result as is known.

I have seen some hard things said of the Egyptian authorities as to their action being too sudden, and influenced more by the present condition of land speculation than the question of the stability of the dam. These ideas have found little favor among those who know Egypt—quite the contrary. It is thought that the country should be congratulated as having a strong and capable Government, who at once took the public into their confidence, and told them the true state of affairs. Nothing could justify the Government in taking the slightest risk on what for Egypt is a most interesting question. If anything were to happen to the dam—which now there is not the slightest chance—it would mean that the Blue Nile would in future have to be spelt Blue Ruin, so fearful would be the consequences of its escape.

No doubt this has been a disappointment to several people, who are interested in helping to develop the uncultivated lands of Egypt, and who were rightly expecting that the additional supply of water would soon enable them to do this. Some of these are adversely criticising the action of the Government, as for the moment they have received a cold douche. But are they justified, in face of all the facts which have been given to the public? If they only have patience they will get all the water they want, and this sooner than is generally anticipated. Land companies, which are started under proper auspices and conditions, will no doubt do a great deal of good for this country; for they not only find the necessary capital and organization which the fellahs have not got, but they also bring the land into cultivation and paying condition, with a view to selling it to the natives afterwards, so that eventually the people will own a still further quantity of land than at present. This is all in the right direction and "marking time," which the "dam question" now calls for, can only be for the good of the country, from whatever point of view it is looked at.

THE AGRICULTURAL BANK.

The following calculation, received from a Cairo correspondent, will be of interest to the shareholders of the above company:—
£1,250,000 Ord. shares earn 9% = £112,500
£1,250,000 Pref. " " = 112,500
£2,500,000 3 1/2% " " = 225,000
Sinking Fund " " = 450,000

Less expenses, say, £70,000
(They were £45,000 last year)
Statutory Reserve 5% on interest collected 22,500
National Bank of Egypt 9,600
Div. to Shareholders 5% on £1,250,000 62,500
4% Dividend to Pref. Shares 50,000
3 1/2% to £2,500,000 of Bonds plus 1/2% Sinking Fund 100,000 314,600

£135,400 of which half goes to Deferred Shareholders leaving £67,700

This sum is sufficient to distribute a supplementary dividend of nearly 5 1/2%, which, added to the original 5%, divided gives a total dividend which could be given to present shareholders of 10 1/4%.

These figures do not include the net profit earned on overdrafts at the National Bank of Egypt, which is an unknown and variable quantity, but which must nevertheless be considered as an important factor in any estimate of profits.

The effect of issuing £1,250,000 new shares of £5 each will be as follows. Existing shareholders will lend another £5, making a total of £10 advanced by each shareholder on the old and new issues. The new issue put out at 9% will yield a gross profit of £112,500. Deduct 5% dividend on the new issue £62,500 2% for expenses involved by the extension of the business £25,000 £25,000

We have £25,000 to divide equally among deferred shareholders and the combined issues of ordinary shares. The position will then be as follows. 5% dividend on original issue of 1,250,000 £62,500 1/2 surplus profit of £135,400 available for distribution £67,700 5% dividend to 2nd issue of £1,250,000 £62,500 1/2 of surplus profit earned on 2nd issue of ordinary shares £12,500 £205,200

or sufficient to pay a dividend of about 8 1/2% on the total issued ordinary share capital of £2,500,000.

Assuming that these figures are correct, with the price of money at 4%, if, as we believe, one new share is to be offered at par to every existing shareholder for each share of the old issue in his possession, the combined values of the old and new share will be at least £20 and the value of the old share to-day £15.

EGYPTIAN TRUST & INVESTMENT.

This morning, the subscription for the Egyptian Trust and Investment (Limited) opened at the Anglo-Egyptian Bank in Cairo and Alexandria and the rush to subscribe is simply phenomenal.

ANOTHER EGYPTIAN FLOTATION.

The shadow of the "Globe" of Monday last foreshadowed a new Egyptian flotation. After giving some details as to the Egyptian Trust and Investment, our London contemporary remarks:—This is not the only flotation of importance which is imminent in the Egyptian market. A concern of the first magnitude is being talked of in certain City circles, which would own various concessions and have a total capital of £600,000, of which £450,000 would be allocated to working capital. It remains to be seen, of course, whether the nature of the concessions is such as to afford sufficient justification for the expenditure of so large a sum upon them.

EGYPTIAN LAND AND INVESTMENT.

The allotment of shares and the posting of letters of allotment, letters of regret, and cheques, were effected by midnight on Sunday. The allotment arrangements were placed in the hands of Messrs. Russell and Kerr, and the rapidity with which the operation was effected has given great satisfaction in financial circles.

THE HELLENIC BANK.

The first official meeting of the provisional board of directors of the new Hellenic Bank of Cairo was held yesterday morning at the offices of Rostovitz Bey. The capital will probably be increased to £200,000 sterling.

NILE NAVIGATION.

Nile traffic is increasing every day, and the number of freight barges and tourist steamers is always on the increase. There is, however, plenty of room for development both in the freight and passenger services, and the Germans intend to have their share of this lucrative and growing business. The Hamburg American Line has decided to construct six river steamers of light draught for use on the Nile. The vessels will be luxuriously fitted.

A REGRETTABLE INCIDENT.

SCHOLARS ON STRIKE.

A regrettable incident, or rather a series of incidents, has taken place at the Polytechnic School at Ghizeh. It appears that last Tuesday a pupil, on being told to sit on a certain bench, objected that there was water on it, and backed the objection by comments that resulted in his being reported to the headmaster.

It seems that he refused to apologise and was "sent down" for a week, whereupon a number of his fellow students sent in a petition on his behalf. The petition was not granted and his sympathetic friends struck work for a day. This was too much for the writer of the petition was also "sent down" on Thursday last.

Friday was a *dies non*, and on Saturday the pupils returned in the morning and having arranged a plan of campaign departed in the afternoon, and up to the present have not returned. Only four appear to have declined to join the strike.

The situation is not pleasant, and great sympathy is felt with Dr. Mackenzie, the headmaster, whose relations with the pupils have always been excellent.

It is impossible to say what will be the upshot of this movement among the pupils. We are inclined to think that he has been engineered from Cairo "pour embêter les Anglais."

MEHKEH SHARIEH REFORM.

At a meeting of the General Assembly, held yesterday, a motion was carried urging the reform of the Mehkeh Sharieh. This is especially interesting in view of the fact that the General Assembly, on the last occasion that it was convened, supported a resolution to the effect that the Mehkeh Sharieh needed no reform whatever.

GENERAL ASSEMBLY.

On Saturday the General Assembly approved the following proposals which it has decided to transmit to the Government:

1. To construct drains in Cairo.
2. To reduce the fees on wakfs, those of 'ailouls and iusha' and those on mortgages.
3. To construct the Eneah barrage at Jebel Sireg (Edfou) and raise pumps in Upper Egypt.
4. To make the El Ramadi Canal 'Séfi.'
5. To lay a railway between Nag Hamadi and Edfou.
6. To lay an agricultural light line between Eneah and Abou Shousha.
7. To construct a permanent weir at Damietta.
8. To widen the Damietta Boghaz.
9. To create registration bureaux in the provinces.
10. To modify the Sharaki regulations.
11. To reform the Mehkeh Sharieh.

The demand for the creation of a Municipal Council at Cairo was rejected by the Assembly after some discussion.

AL AZHAR.

A petition has been addressed to the Grand Mufti by several hundred students of Al Azhar, begging him to resume his course of lectures on the Koran.

THE DUKE OF THE ABRUZZI.

This morning Mahmoud Pasha Sidky, Governor of Alexandria, and Miralai Hopkinson Bey, Commandant of the Alexandria City Police, called on the Duke of the Abruzzi, on board the "Liguria," in order to return the Prince's visit to the Governor on Thursday last.

The Italian colony at Alexandria deserves to be heartily congratulated on the success of the ball given last night in honor of the visit of H.R.H. the Duke of the Abruzzi and the officers of the Duke of the Abruzzi. The New Khedivial Hotel had been elaborately prepared for the occasion. The ball-room was graced by a large portrait of the King of Italy, set up in front of the entrance, surrounded by flowers. Nearly a thousand invitations had been sent out and there was a most brilliant and representative gathering of all the leading members of Alexandrian society.

The ball began at 9.30 p.m. and dancing was kept up with great vigour until an early hour this morning. A well-stocked buffet was prepared for the guests and a splendid supper was served at midnight.

The committee of organisation was constituted as follows:—Judge Commandatore Moriondo, of the Mixed Court of Appeal, chairman; Commandatore Paolucci, M. Luigi Stagni, M. Amabile Cumbo, Dr. Valentin, Dr. Torella, M. A. Tilche, M. Piba, Advocate Pennazzi, M. L. Bianchi, M. G. Dégiardé, M. Nicholas Sabba, M. Bellantoni.

SUEZ CANAL COMPANY.

At a meeting of the council of the Suez Canal Company, held on the 3rd inst., Dr. L. H. Ruysenaers, Secretary-General of the Hague Court of Arbitration and former Dutch Minister at Lisbon, was selected to fill the vacancy on the board caused by the death of Mr. Anslin, formerly Dutch Consul-General in Egypt.

A LESSON FROM SPAIN.

The terrible catastrophe, announced in our telegrams from Madrid, of the bursting of a huge reservoir with a large loss of life, should afford food for grave reflection to all those who consider that the recent action of the Egyptian Government, in refraining from heightening the Assouan Dam, is a sign of needless timorousness.

NOTES FROM PORT SAID.

RUSSIAN REFUGEES.

(FROM OUR CORRESPONDENT.)

Port Said, Friday.
At noon to-day the German Lloyd "Princess Alice" arrived, having on board some 150 odd Russian refugees from Port Arthur. These were all transferred in lighters to the Russian S.S. "Imperatrice Maria," in waiting. This last is to sail during Saturday morning for Odessa.

GREEK INDEPENDENCE DAY.

To-day being the anniversary of the declaration of Greek independence, a great fête has been in course of preparation. This morning a crowded Greek Church testified to the great interest taken in the fête, and with the Greek consular officials in full regalia, with numerous other uniforms, a distinctly interesting and novel sight was the result.

This evening a special piece was played by a Greek theatrical company now here, at the Eldorado, the official representatives of the Greek Government gracing the theatre with their presence.

After the play a public ball was held in the auditorium at which considerably over 700 people assisted, principally as spectators.

NAVAL NOTES.

Port Said, Sunday.
H.M.S. "Mutine," aloop, left Port Said this morning homeward bound from the Australian station, where her place will be taken by H.M.S. "Pegasus," which left Suez on Friday. H.M.S. "Diadem," first-class cruiser, arrived on Saturday. She is bound to China to relieve H.M.S. "Amphitrite."

H.M.S. "Pylades," third-class cruiser, Commander da Costa, is now in the Canal, homeward bound from Australia.

The French cruiser "Chateaurenault" (Capt. de Castries) arrived at Port Said early Saturday morning from Colombo bound for Cherbourg. She has a crew of 630 men and carries 8 guns.

The German despatch vessel "Lorely" (Capt. and Lieut. Bruneningshaus) arrived at Port Said at 8 a.m. to-day from Alexandria and leaves at 5.30 p.m. for Jaffa.

SALVAGE OF THE "CONGAL."

Operations have at last been started on the Norwegian ship "Congal," which, it will be remembered, was sunk in harbour by the Harrison liner "Craftsman" and has for a long time lain there, causing great inconvenience to the Canal Company. The Constantinople Salvage Association were approached by the owners and insurers of the vessel and two of their salvage steamers have been here, but left again without doing anything, and it appears that they asked £60,000 for raising her. This sum was not accepted. She is insured for £5,000 and is a vessel of some thirty years old, so it is easily understood that the insurers would have nothing to do with the raising of her at such a cost. The result was that a court case was started, and she was handed over to the Canal Company to do what they wished with her.

PERSONAL AND SOCIAL.

The Empress Eugenie has arrived at Mat seilles from Egypt and is making a stay at Cap Martin.

The Duke and Duchess of Devonshire have arrived in London from Egypt.

Mahmoud Pasha Sidky, Governor of Alexandria, and his wife and son, are leaving Alexandria on June 17 by the Austrian Lloyd steamer for Brindisi. His Excellency will travel through Italy and France and then will proceed to England, where he will remain about a month. His Excellency will leave his son in England in order to complete his education at the University.

A lunch was given by the Circle Artistique at Cairo on Saturday morning in honor of Coquelin Cadet, with whom were Mme. Honoré, Mlle. Bouchatal, M. Jean Coquelin, and M. Montaux. Among those present were Prince Haider, Comanos Pasha, Castelli Bey, M. L. Cattani, Dr. G. Veronoff, Me. Carton de Wiart, Margoss Bey, Mahmoud Bey Sadik, M. L. Betrand, M. G. Vidal, M. P. Oriol, and many others.

Mr. Constantine Meimarachi, Managing Director of Walker and Meimarachi Ltd., has arrived at the Carlton Hotel, Bulkeley, for a few days.

CARLTON HOTEL.

Bulkeley, Ramleh.

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| Mai | ... | 13 7/32 | " — |
| Juillet | ... | 12 31/32 | " 16 |
| Graines de coton | | | |
| N.-D.-J. | N.R. P.T. | 57 10/40 | à — 15 4 |
| Avril | ... | 53 25/40 | " — 30 4 |
| Mai | ... | 54 35/40 | " 55 — |
| Juin | ... | 55 35/40 | " — |
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MESOPOTAMIA.

BY SIR WILLIAM WILLCOCKS.

IV. THE TIGRIS.

(Continued).

The Tigris floods are a week in advance of those of the Euphrates.

In January 1905 I took the discharge of the Tigris at Bagdad. The gauge was 3.00 metres, the width of the river 300 metres, the mean depth 6 metres, the velocity .90 metres per second and the discharge 1,600 cubic metres per second. By calculation I made the maximum discharge 4,000 cubic metres per second and the minimum 300. M. Mougil told me that the maximum was 5,000 and the minimum 250 cubic metres per second. The river has been known to rise 4 metres in a day. No steamers can make any head against such rises.

From Bagdad to Koot, on a length of 340 kilometres, the width of the river is between 300 and 400 metres, the depth in low supply is about 1½ metres and the velocity 1½ to 2 kilometres per hour. The trough of the river is some 5.75 metres deep down to the level of low water, and a flood of 6 metres puts the country under 25 centimetres of water except where it is protected by dykes. The dykes above and below Bagdad are works of a certain importance. South of the Dyalah river junction the dykes are truly insignificant. Opposite Bagdad and as far south as Ctesiphon there is a fair number of "oharads" for raising water and irrigating fields of wheat and barley.

At Koot the Hai Canal takes off the right bank of the river and flows due south towards the Euphrates.

In the time of Haroun el Rashid, the Hai Canal of to-day was the Main Tigris and the present Tigris just Amara was practically non-existent. Some kilometres east of Koot one can see the spoil banks of the old Nahrwan canal on both sides where it crossed the present course of the Tigris. And yet in Alexander's time the Tigris was where it is to-day, and the Hai was also apparently a canal as it is to-day.

Between Koot and Amara, on a length of 260 kilometres, the width of the Tigris decreases from 300 to 200 metres, while its depth is considerably greater than what it was upstream of Koot. The velocity is practically the same.

At Koot the trough of the river is about 5 metres deep down to the level of low supply, and falls visibly as one advances downstream. Half way to Ali Garbi the trough is only 3.50 metres deep down to the level of low supply, while at Ali Garbi it is only 2.50 metres, and the water of ordinary floods overflows freely. This means that when the river rises 6 metres at Bagdad it only rises 2.50 metres at Ali Garbi, making up for loss of rise by a deeply scoured out bed and overflows. At Ali Sharhi the trough is only 1.50 metres deep down to the level of low supply, and 1.25 metres at Amara. Between Ali Garbi and Amara numerous overflows and breaches carry off the surplus waters of the Tigris to the swamps between the Tigris and the Hai canal on the right bank of the Tigris.

ARMY AND NAVY.

(FROM OUR CORRESPONDENT).

London, March 31.

In the future the detachments of infantry garrisoning Cyprus and Crete will be furnished by one of the battalions stationed in Egypt.

Lieutenant George P.S. Hunt, 2nd Battalion Royal Berkshire Regiment, Alexandria, has been promoted captain after seven and a half years' subaltern service. Captain Hunt served with the 2nd Berkshires in the Boer War 1889-1901, including the operations in Orange River Colony and the Transvaal, and for some time he was commandant at Welfontein.

Captain H.D. Beamish, Leicester Regiment, and Captain C.V.N. Percival, Rifle Brigade have been seconded in their respective regiments for service with the Egyptian Army.

It is authoritatively stated that as the result of an agreement between England and Japan, the British battleship squadron in the Far East will not be reduced until the cessation of hostilities there. The battleships out there number five of the best shooting ones in the Royal Navy.

VISITORS' LISTS.

HOTEL DU NIL, CAIRO.

Graf and Gräfin Chorsinsky, Baron von Essen, Prof. and Mme R. Andree, Mr. and Mrs. E.W. Walton, Mr. and Mrs. Fenner-Matter, Mr. and Mrs. Ch. Dodd, Dr. and Mrs. W. Friepel, Dr. and Mrs. F. Schwarz, Mr. and Mrs. F. Massey, Mr. and Mrs. F. Vezinet, Mr. and Mrs. M. Yusserand and family, Mr. and Mrs. Iverun and family, Mr. and Mrs. Clidal, Dr. and Mrs. Edwards, Mr. and Mrs. H. Selle, Mr. and Mrs. R. W. Brown, Mrs. von Dubeneck, Mrs. Walther, Mr. and Mrs. C. W. Vaukner, Misses Aird, Miss Turner, Mr. G. Knoll, Mr. J. B. Manson, Mr. C. Peltz, Mr. J. Knoll, Mr. S. Paschke, Mr. H. Bald, Mr. W. Jaeger, Mr. P. Schneissal, Mr. K. von Dubeneck, Mr. W. Jaeger, Mr. F. Schwarz, Mr. E. Fenerle, Mr. F. Frank, Mr. A. Weyer-mann, Mr. A. Popp, Mr. H. Schrader, Mr. E. Deutsch, Mr. S. Weissenberg, Mr. A. Fix, Mr. R. Bellini, Mr. N. Gremer, Mr. B. Lang, Mr. D. Voss, Mr. E. Schmidt, Mr. C. Stern, Mr. R. Schittny, Mr. Y. Pachorsky, Mr. F. Horn, Mr. H. Mills, Mr. E. M. Davies, Mr. A. Sutton, Mr. H. Maguir, Mr. H. W. Arnold, Mr. M. D. Moss, Mr. J. M. Moss, Mr. J. M. Morison, Mr. Luther Moss, Mr. K. Aird, Mr. S.W. Whealy, Mr. W. Lipping, Mr. A. Goubanoff, Mr. Wiegert, Mr. Th. Meyer, Mr. N. H. Porter.

LETTERS TO THE EDITOR.

We do not hold ourselves responsible for the opinions expressed by our correspondents, but we wish, in a spirit of fair play, to all, to permit—within certain necessary limits—free discussion.

THE RAMLEH ROAD.

TO THE EDITOR OF THE EGYPTIAN GAZETTE.

Sir,—Some years ago, before a benign Providence had bestowed upon the inhabitants of our city the blessings of a Municipal institution, the unhappy pedestrian was wont to take his walks abroad in the muddy, slippery "Route de Ramleh," thronged with carriages, carts and bicycles, at the risk of his life. During the past decade, however, he had observed, with great satisfaction, signs of a benevolent intention in his behalf, and of a sagacious prescience on the part of the "Patres Conscripti" as to the necessity of providing him with a refuge against the new dangers it saw looming for him in the shape of motor-cars, by creating a sidewalk of two metres in width.

But, no sooner had this delightful innovation been effected, than some ingenious enemy of the Peripatetic bethought him of making huge circular excavations in the middle of the path, at short intervals, and of inserting in them shapeless limbs of tamarisk trees, leaving around them a hollow pit for the unwary to fall into if a width of a foot or so of path prove insufficient.

These dendrological monstrosities are not destined, either presently or prospectively, to offer any compensating advantage in the way of shade or ornament for effectually rendering impossible for the pedestrian the walk he had fondly but vainly hoped to enjoy.

On the Alexandria side of the French Lines the path has, lately, been widened; but, even there, although portions of it, like those of the Episcopalian curate's addled egg, may be excellent, there are others of which the uneven surface too forcibly reminds me of the pleasures of a promenade along a rocky beach at low water.

But, let me be thankful for such advantages as a provident Municipality has endeavoured to bestow upon me, and end this carping criticism with a quotation from a new version of the ode of George P. Morris:

Woodman! fell those trees!
Remove each hideous bough,
They'll never shelter me,
I'll not protect them now.

AMBULATOR.

Alexandria, April 7.

BACON-SHAKESTREPE.

TO THE EDITOR OF THE EGYPTIAN GAZETTE.

Sir,—It is all very well for "Grammarians" to ridicule the idea of Bacon as the author of "Antony and Cleopatra," but let him read No. 76 of the Sonnets, and try and find out what is meant by "every word doth almost tell my name." A sonnet works up to its climax in the 8th line.

"Why is my verse so barren of new pride,
[B. 6th word.]

So far from variation or quick change?
Why with the time do I not glance aside
[A 3rd line 9th.]

To new found methods and to Compounds
[strange? C 6th.]

Why write I still all ONE, ever the same
[O 6th.]

And keep invention in a Noted weed, N 6th
That every word doth almost tell my name,
Showing their Birth AND where they did
[and O'ceed? baNoc.]

He gives the five letters of his name in the first six lines, sometimes two at a time, ba, a, co, on, and then brings all the five letters together in the final line of climax. Moreover, there is a weed called "pig" weed, or "bacon" weed, the *chiroptodon album*, although the word "weed" is usually taken to mean a mask, i.e., a nom de plume. The writer says "Guess my name, nearly every word tells it to you." In the 8th line one half of the cipher word is found by reading from left to left, noc-con, bacon, similar to portions of some of Bacon's ciphers which are explained in some of his later works. A curious acrostic, any way.

MOTH.

Cairo, 5th April, 1905.

Calendar of Coming Events

ALEXANDRIA.

April.
Mon. 10 Alhambra. Variety Entertainment. 9 p.m.
Wed. 12 Amateur Athletic Sports.
Zizina Theatre. Tableaux Vivants.
Cinderella, in aid of Foundlings.
Home. 9 p.m.
Sat. 15 San Stefano A. H. S. Flower Show.
Inauguration by H.H. the Khedive. 4 p.m.
British Rifle Club. (Alex.) 1st
Spongers Competition of season,
Mustapha Range. 2.30 p.m.
Alderson's Garden. Variety Entertainment. 5 p.m.
Sun. 16 A. H. S. Flower Show.
Gabbari. Pigeon Shooting. 2.30 p.m.
Mon. 17 Alexandria Archeological Society's
Excursion to Aboukir.
Tues. 25 St. Mark's Church. Jubilee of Consecration. Sacred cantata: "The Holy City."

CAIRO.

April.
Mon. 10 Theatre des Nouveautés. Variety Entertainment. 9.30 p.m.
Trocadéro. Variety Entertainment. 9.30 p.m.
Fri. 14 Zoological Gardens. Performance by Ghizeh Boys' Band in afternoon.
Sat. 22 Khedivial Opera House. Bandmann-Dallas Company in *The Country Girl*. 9 p.m.

NOTES FROM SUAKIN.

(FROM OUR CORRESPONDENT).

Suakin, March 31.

The Eastern Telegraph Co.'s S.S. "Amber" arrived here from Suez on 18th inst., in order to repair some cables not far from here.

Mr. Pearlman, Assistant District Traffic Manager, Suakin-Athara Railways, left for Suez on 20th inst., by the Khedivial mail S.S. "Neghilleh," to join the Uganda Railway, as the Suakin climate did not agree with him.

The British S.S. "Bardistan," after having discharged railway material here, left for Kurrahee on 20th inst.

The Sudanese pilgrims are beginning to return here from Jeddah, some in steamers and some in sambocks (dhows). The health of the pilgrims is very good.

Bimbashi Crispin has arrived here and taken over the duties of Senior Medical Officer, Suakin Mondirah, from Bimbashi Ensor, who is transferred to Bahr el Ghazal Province.

Mr. Currie, Director of Sudan Education, arrived here from Berber a few days ago and inspected the Government schools. He has now left to inspect the schools in Kassala Province.

Half the 3rd Battalion E.A. have been relieved by the 6th Battalion, which arrived by the "Gharbieh" on 22nd inst. The 3rd Battalion left for Suez by the "Mahallah" on 23rd inst., on its way to Cairo.

The "Gharbieh" is the first steamer to arrive with a cargo from Suez for Port Sudan. She has been there since the 25th inst. and the agent was kind enough to despatch the Suakin mails at once in a sambock.

Mr. George Delo Strolago is at Port Sudan now and is establishing a branch office there for the Khedivial Mail Line, as most of the merchants intend to bring their cargo at present direct to Port Sudan from Suez.

The Greeks are establishing a church here. A priest has come here from Asmara (Massawa) for the purpose. Service was held last Sunday.

SPORT AND PLAY.

A. S. C.

APRIL SKYE MEETING.

The following is the list of entries for this meeting, which is to be held on Friday next:—
NOVICES RACE.—Saleh Bey Yaghen's Wasal, Khalil Pasha Khayat's Little Korosko and Zafir III, Mr. Tuoni's Ajax and Hercule, Ibrahim Bey Cherif's Saclavie, Mr. Alb. J. Sursock's Flying Dutchman and Nigri, Mr. Joseph Hoyami's Tonnerre, Mr. Emin Karam's Bayard, Mr. Elward Boustro's Mouk, Moharrem Pasha Chahin's Derwish.

MAIDEN PONY PLATE.—Saleh Bey Yaghen's Spectre, Ishack Bey Hussein and Hassan Bey Kheir El Din's Rais, Khalil Pasha Khayat's Au Revoir and Zeidan, Ibrahim Bey Cherif's Sattam, Hassan Pasha Mohsen's Taib, Mr. Emin Karam's Nemrod, Mr. Edouard Boustro's Numir, Messrs. W. B. Rees and G. H. Barker's Firefly and India.

TRIAL PLATE.—Capt. G. B. Byrne's Chinaman, Ishack Bey Hussein's Sir Visto and el Tahawi, Khalil Pasha Khayat's Klondyke and Loulou, Mr. Tuoni's Caprice, Hassan Pasha Mohsen's Gogo, Mr. Emin Karam's Boheme, Messrs. W. B. Rees and G. H. Barker's Ion, Moharrem Pasha Chahin's Jupiter.

PONY STAKES.—Saleh Bey Yaghen's Mesyesha, Ishack Bey Hussein and Hassan Bey Kheir El Din's Faik, Khalil Pasha Khayat's Suleik and Kowkab, Ibrahim Bey Cherif's Amour and Sattam, Messrs. W. B. Rees and G. H. Barker's Vandal, Moharrem Pasha Chahin's Mamdouh.

LADIES BRACELET.—Saleh Bey Yaghen's Wassal and Spectre, Khalil Pasha Khayat's Dougan and Sinououn, Mr. Tuoni's Hercule and Fainant, Ibrahim Bey Cherif's Souffrinou, Azize and Saclavie, Mr. Alb. J. Sursock's Anik, Flying Dutchman, and Nigri, Mr. Eklir's Temesh, Mr. Emin Karam's Sarhani and Boheme, Mr. El. Byustro's Numir, Moharrem Pasha Chahin's Jupiter and Derwish.

APRIL PLATE.—Mr. P.W. Stout's Shewman, Ishack Bey Hussein and Hassan Bey Kheir El Din's Rais, Khalil Pasha Khayat's Au Revoir, Mr. Tuoni's Caprice, Ibrahim Bey Cherif's Royalist, Mr. Alb. J. Sursock's Boble de Neige, Mr. Emin Karam's Cœur de Lion, Messrs. W. B. Rees and G. H. Barker's Suari, Moharrem Pasha Chahin's Mashkour.

KHEDIVIAL SPORTING CLUB.

The programme of this club's big races for the winter season is about to be published. In addition to the Jubilee and Eclipse Stakes, value L.E. 500 each, there will be the Paddock and Visitors' Handicap, value L.E. 200; the Breeders' Stakes, value L.E. 150; a Maiden Pony Plate, value L.E. 100; the Country Bred Stakes, Cairo Derby, International Handicap, and Country Bred Handicap, value L.E. 100 each, and the Grand National Steeplechase, value L.E. 100, besides several steeplechases of L.E. 50 each. In addition to these there will be at least four handicaps, value L.E. 100 each during the season.

HELOUAN SPORTING CLUB.

The last Miniature Rifle Meeting of the club was held on Friday last. Owing to the large number of visitors who have left Helouan, the number of competitors was less than at last week's meeting, but the shooting continued till sunset. Ladies fired in each competition, and the sport promised to be as popular with the fair sex as with gentlemen. Miniature rifle practice is likely to be vigorously carried on next season and to provide an additional

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attraction for Helouan. The results of the competitions were as follows:

| | |
|---|--------|
| No.1 Stationary target, Standing. | |
| Ladies: Miss Fawcett | 13 pts |
| Gentlemen: Mr. Fox | 33 " |
| " Capt. Lance | 30 " |
| No.2 Stationary target, any position. | |
| Ladies: Miss Fawcett | 19 pts |
| Gentlemen: Mr. Fox | 44 " |
| " Capt. Lance | 40 " |
| No.3 Stationary target from rest for | |
| Ladies only: Miss Fawcett | 33 " |
| Mrs Fairbairn | 15 " |
| No.4 Rapid Firing with disappearing target, | |
| 30 seconds exposure. | |
| Ladies: Miss Jackson | 11 " |
| Gentlemen: Mr. Fairbairn | 26 " |
| " Fox | 25 " |
| " Capt. Lance | 25 " |
| No.5 Rapid Firing, at moving target. | |
| Ladies: Miss Jackson | 8 " |
| Gentlemen: Capt. Lance | 26 " |
| " Mr. Fairbairn | 18 " |

At a scratch competition at the Luard disappearing target Mr. Fox hit four figures out of five.

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OF

His Highness the KHEDIVE,

The Right Hon. The Earl of CROMER,

G.C.B.G., C.M.G., K.C.S.I.,

AND

Brig. General G. M. BULLOCK, C.B.

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THE CINGALEE.

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THE EARL AND THE GIRL.

A CHINESE HONEYMOON.

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{ STALLS 15 "

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Tier 640 P.T. Fauteuils 160 P.T.

Stalls 96 P.T.

The Box Office will open on Tuesday, April 11th (Booking Hours 9 to 12 and 3 to 5).

The Subscribers will have first choice of seats as the box-plans will not be open for ordinary bookings until Friday, April 14th.

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CAPABLE CLERK or Teacher knowing Arabic, English, and French requires employment. Apply to "Egyptian Gazette" office. 25736-3-2

AN ENERGETIC AGENT wanted in Cairo. One who knows the soft goods trade thoroughly. Apply Box No. 433, Alexandria. 25739-3-2

ENGLISHMAN, good commercial experience, home and abroad, seeks situation. Knowledge German, French. Apply, No. 25,741, "Egyptian Gazette." 25751-3-1

FOR SALE, together or separately, teak wood Governor's Cart and set of brown Harness, £15. Donkey for same, £9. Apply, H. Q. Sheppard, Esq., Turf Club, Cairo. 25748-3

FOR SALE.—Pure bred Japanese spaniels. Apply, Cotterill, 21, Sharia Falaki, Cairo. 25747-6-1

FURNISHED HOUSE to let from end of May at Ramleh. Five minutes from sea; Electric Light; Telephone. Three bed-room, Dining-room, and Drawing-room. Excellent Garden. Apply, Major Ludlow, Bulkeley Station. 25738-3-2

GERMAN WAITER (aged 27) English perfect, little French and Arabic, desires place for summer, good references. Kindly apply to No. 25,746 "Egyptian Gazette." 25746-3-1

GOVERNOR'S CAR required Cairo, also Pony. Apply, stating price, No. 25731, "Egyptian Gazette" offices. 25731-6-3

GERMAN BOOKKEEPER, many years' experience, thorough knowledge of English and French, knowing also Italian and Arabic, seeks situation. Best references. Apply, No. 25,732 "Egyptian Gazette" offices. 25732-3-3

ON DEMANDE un représentant sérieux pour la vente de Whisky à Alexandria et au Cairo. Une bonne agence n'ayant pas la représentation d'autres maisons de Whisky serait préférée. La dite agence devra être en mesure de traiter dans toute l'Egypte avec les commerçants d'alcool en gros et en détail. S'adresser au bureau de "l'Egyptian Gazette." 25687-12-10

SINGING LESSONS recommended by the famous tenor JEAN DE RESZKE given by Herr B. Wechsler of Heidelberg University. Voice production systematic. Apply for trial lesson, press extracts. Herr B. Wechsler, Post Office, Cairo. 25653-12-12

WANTED reliable Agent to undertake the sale of Whisky in Alexandria and Cairo. A good house who have not agencies for any other Whisky house, will be preferred, but they should be capable of dealing with Wholesale and Retail sellers of Spirits throughout Egypt. Apply, Manager, "Egyptian Gazette." 25687-12-9

WANTED.—A Competent Bookkeeper in English. Salary £10 per month. Apply Post Box No. 88, Port Said. 25730-3-3

Anglo-American Nile Steamer, & HOTEL COMPANY.

RIVER TRANSPORT OF GOODS BETWEEN ALEXANDRIA & CAIRO. Three Sailings a-Week.

Agents at Alexandria:—

ALEXANDRIA DOCKED WAREHOUSE CO. LD.

L. 110 904

BECK & CO'S PILSENER BEER

BREMEN.

FRASES NO HONEST COMPETITION FOR QUALITY.

B.—Inferior Brands now being offered to Man-

agers of certain good cereals.

Beware of evilly disposed competitors running down this very Superior Brand of Beer.

DAVIES BRYAN & Co.

Continental Hotel Buildings.

CAIRO.

St. David's Buildings.

ALEXANDRIA.

and 35-37 Noble Street.

LONDON, E.C.

English Tailors
Drapers
and Outfitters.

Beg respectfully to announce that they have received their various stocks in the latest styles suitable for the present Season.

CLOTHES:

A large assortment of Blacks, Blues, Scotch, Irish & Harris Tweeds. All garments cut by experienced English Cutters, fit and style guaranteed.

A varied stock of Ladies' Blouses, Roas, Skirts, Belts, &c.

Careful attention is paid to Ladies' outfits suitable for Tours up the Nile.

GENTS' OUTFITTING:

The latest novelties in Ties, Collars, Shirts, Gloves, &c. Hosiery in all the newest makes, (Camel Hair brand a speciality).

We are also making a special display in the Drapery Department, consisting of Household Linen, Blankets, Calicoes, Eider-down Quilts, Cushions, &c., &c., which are marked at such figures as to command attention.

Boots & Shoes in the latest shapes, Bags, Trunks & all Leather goods in great variety.

Also a large assorted supply of the following articles:—
HATS, CAPS, UMBRELLAS, WALKING-STICKS, RUGS, STUDS, BRUSHES AND ALL TOILET REQUISITES, &c.

HOTEL DU NIL
CAIRO
FOR
RECHERCHÉ LUNCHEONS.
AFTERNOON TEAS
(in the Gardens).
NOTED FOR THE BEST CUISINE.
MODERATE CHARGES
AND
FINE OLD WINES.

SUPPLEMENT.

The Egyptian Gazette.

VADE MECUM FOR THE HOMEWARD BOUND.

MONDAY, APRIL 10, 1905.

HOTEL DU NIL
CAIRO
(Entrance in the Khali).
INEXPENSIVE.
ELECTRIC LIGHT.
MODERN SANITATION.
CHARMING GARDENS.
COOK'S COUPONS ACCEPTED.

TO OUR VISITORS.

The Egyptian Gazette has much pleasure in presenting to its subscribers the accompanying description of some of the many interesting routes by which they may travel homewards. Great care has been taken to arrange them as accurately and concisely as possible, and it will be found that none of them are fraught with difficulty. In choosing the route home there are several things to be considered. To begin with, there is the difference in climate between Egypt and the various points at which you may leave in Europe. This depends partly upon the month in which you leave Egypt, for Cairo in January may be a little warmer than the Riviera, and possibly not so warm as Sicily, but in March it will be warmer than Rome, and more autumnal than many other places in Europe. Many people leave Egypt far too early in the year, for as a rule the weather in April and May is perfect. The warmest places to go to on leaving Egypt are Sicily and Southern Spain. Venice and the district (although they have many attractions) are not uniformly warm until June. Florence is very beautiful and full of interest, but sometimes there are cold winds in early spring.

Some will want to take into consideration the number of days to be spent at sea, and we therefore submit a list showing the time occupied on each of the various routes between Egypt and the Continent of Europe. They are as follows:—
The long sea routes—from Port Said or Alexandria to Plymouth, Southampton, London or Liverpool—occupy about 14 days. The shorter ones are as follows:—

| | |
|---------------------------------------|---------|
| Port Said or Alexandria to Brindisi | 3 days |
| Alexandria to Messina | 3 " |
| Port Said or Alexandria to Marseilles | 5 " |
| Alexandria to Venice and Trieste | 4 " |
| Alexandria to Naples | 3 1/2 " |
| Port Said to Genoa | 5 " |
| Port Said to Naples | 4 " |
| Alexandria to Constantinople | 4 " |
| Alexandria to Piræus | 2 " |
| Port Said to Gibraltar | 7 " |

The steamers of the North German Lloyd, P. & O., Orient and Messageries Maritimes are the largest. The Anchor, British India, and Bibby Lines are also excellent, and their steamers are largely patronised by travellers to Egypt.
As regards the train journeys from Cairo, the shortest is that to Alexandria, without change (24 hours). That to Port Said, can now be made without change in 44 hours.

The least expensive way to England is by the Mages, P. & O., Orient, and Westcott line of steamers from Alexandria to Liverpool. The German Levant line has also good steamers from Alexandria to Hamburg. The most expensive but quickest through Continental routes are by P. & O. Brindisi express from Port Said, and the Austrian Lloyd Trieste-Vienna express from Alexandria.

As regards heavy luggage, it must be borne in mind that very little luggage is allowed free on the railways of Europe, but there are several good and responsible forwarding agents in Egypt who undertake at a fixed charge to deliver packages to any address in Europe. The quickest manner of getting to Europe from Port Said is undoubtedly by the fast Mail steamers "Osiris" and "Isis" to Brindisi. One of these leaves Port Said every week, as soon as possible after receiving the Indian mails from the great liner arrived from Bombay. These small but comfortable ships have enormously powerful engines, and attain a very high rate of speed. They are called the "Ferry boats," having been specially built to carry the British mail going straight through to England who will find the train waiting at Brindisi which will take you to Calais without changing. It has complete arrangements for sleeping and eating on board, and you should arrive in London on the fifth day from leaving Port Said.

SOUTHERN ITALY.

The express goes north via Ancona, on the East coast, so that if you elect to go to Naples and Rome you may possibly have to wait at Brindisi some time for your train. At Brindisi there is nothing to see except the place which is supposed to have been the termination of the Appian way from Rome.

From Brindisi to Naples is a journey of 11 hours, but it can be broken at Taranto, two hours run from Brindisi.

Taranto, founded in the 8th century B.C. by Spartans, was the first city of Great Greece. It has had a varied and exciting history, and remains of fine buildings—temples, circus and aqueduct—tell of its importance. Its situation is most picturesque. The bay is the only secure port on the gulf, the entrance being so narrow that it is spanned by a bridge of seven arches.

Saleruo lies on the coast, and is one of the most beautiful places in Southern Italy. On a height 995 feet above the sea stand the ruins of its Norman castle, giving a most imposing appearance to the place. The cathedral contains some very fine marble, and an 11th century Byzantine bronze door. Salerno was at one time a seat of learning, its medical school being famous; the university was closed in 1817. You must visit Pastum's wonderful Greek temples, which are second only to those at Athens. The travertine walls, the gates, the Temples of Neptune and Ceres, and the Basilica are of surpassing interest and the place is a happy hunting ground for the sketcher.

Naples is reached in an hour and a half. Thence you must proceed to Rome, whence you may go by Florence and Bologna to Milan and the Italian Lakes; then by the St. Gothard line to Lucerne, Basle and Châmbly. Or you may go by the coast, by Civita Vecchia and Pisa to Genoa and home by Turin and the Mont Cenis route.

HOTELS.

CAEN.

HOTEL D'ANGLETERRE.

First Class Hotel, best in the Town.

L. MANCER, Proprietor.

SYRACUSE.

GRAND HOTEL.

Piazza Mazzini Syracuse (Sicily).

First Hotel in the Town.

BAD-WILDUNGEN.

PARK HOTEL.

New First Class Hotel with every modern comfort. Highest and finest position opposite the Springs and Kurpark, and close to the Woods, the Park and the Lake. Lift. Private suites with bathroom attached.

H. HOMER, Proprietor.

TAORMINA-SICILY.

GRAND HOTEL INTERNATIONAL.

MAGNIFICENT PANORAMA OF ETNA.

First Class Newly-Opened. Central Heating. Electric Light. Baths. French Cuisine.

Perfect Sanitary Arrangements.

D. V. BOTTARI, Proprietor.

GRAND HOTEL SAN DOMENICO.

FIRST-CLASS ENGLISH FAMILY HOTEL, with Garden, Terrace, Lawn Tennis, Winter Garden, 120 Beds. Heating. Ancient historical monument, situated in the finest and most select part of Taormina. Views of Etna and the Ionian Sea. French Cooking. Most comfortable Pension. House warmed.

LUIS VODARI, Director.

HOTEL METROPOLE.

First-Class House. Beautiful Position. German Management. Same Proprietor Hotel Grande Bretagne, Catania.

FRANKFURT-A-M.

GRAND HOTEL CONTINENTAL.

(Opposite the Central Railway Station).

First-class Family Hotel. Greatest Comfort. Moderate Prices. Lift in every Room.

Telegram Address: Continental-Frankfurt.

H. GERTENBRAN, Proprietor.

MALTA.

HOTEL ROYAL.

FIRST-CLASS HOTEL in the Centre of the Town and near the Governor's Palace.

Mr. CENI, Proprietor & Manager.

PALERMO.

HOTEL TRINACRIA.

First Class. Lift. Splendid view over the Sea.

ERNESTO RAFFA, Proprietor.

MUNICH.

HOTEL BAYERISCHER HOF (BAVARIAN HOTEL).

Very First-Class Hotel. Quiet and comfortable situation on Promenadeplatz. Favourite residence of English and American. Enlarged and renewed in 1902. Private Apartments with Bath and Dressing Room attached. Beautiful Winter Garden. American Bar. Every modern comfort. 1st of October to 1st of June moderate Pension arrangements.

GRAND HOTEL LEINFELDER.

First-class Hotel. Electric Light. Passenger Lift. Central Heating. Highest comfort, finest, healthiest, and most quiet situation, opposite the Botanical Garden, Crystal Palace, and New Palace of Justice. 80 front rooms, and 60 rooms facing garden. Winter Garden. Baths on every floor. Omnibus. Carriage. Moderate prices.

J. SCHWAB, Senior.

NAPLES.

"SAVOY HOTEL, ROSSANIGO."

FIRST CLASS. EVERY MODERN COMFORT.

GRAND HOTEL.

Unrivalled position. First class. Private Bathrooms.

Steam Heating throughout. "Newest Sanitary arrangements."

HAUSER & DORFFNER, Proprietors.

GD. HOTEL, SANTA LUCIA.

Most modern, first-class Hotel. Splendid view of the Bay and Vesuvius. Full South. Apartments with Private Bathrooms. Post and telegraph office. Heating. Electric light. Lift. Omnibus.

PIETRO CAMPIONE & Co., Proprietors.

GRAND HOTEL DU VESUVE.

First-class establishment in the healthiest and finest position. Latest comfort, bedrooms and suites with private bathrooms and toilettes. Central steam heating.

O. & G. FIORENTINO, Proprietors.

FLORENCE.

BERTOLINI'S

"HOTEL BRISTOL."

First-Class Family Hotel.

LUIGI ARNO, Proprietor.

GRAND HOTEL SIMPLON-TERMINUS

First-class House. With large Park and Garden on the shore of the Lake. Electric Light in every room. Luggage, being a centre of railway communication, is the most favourable place for a long stay. This place is also recommended for its magnificent shaded Promenades on the shore of the Lake, in the forest, and on the mountain, with splendid points of view.

HENRI OTTOLINI, Proprietor.

MILAN.

HOTEL MILAN.

FIRST-CLASS and up-to-date. Every modern comfort.

Omnibus meets all trains.

J. SPATA, Proprietor.

ALGIERS.

HOTEL KIRSCH

MUSTAPHA-SUPERIOR.

Well known select Hotel, with every modern comfort. Splendid view over the Bay and the Djurdjura Mountains. Large Garden and Terraces.

Proprietor: J. KIRSCH.

In Summer: BAD-NADIR, HOTEL PRINCE OF WALES.

PALERMO-SICILY.

VILLA IGIEA.

GRAND HOTEL

A. PACHLER, Manager.

ROUTE I.

SICILY.

The direct route to Sicily is by the Florio Rubbattino Co.'s steamers which leave Alexandria weekly for MESSINA.

From Messina the railway runs along the north coast of Sicily to Palermo and down the east coast to Syracuse via Taormina and Catania. TAORMINA is one of the most charming and popular places on the island. Giardini is the station at which to alight, and the drive up to Taormina is most delightful, occupying about one hour. The road goes winding up the hill in zig-zag fashion, and charming views—more beautiful the higher one gets—are unfolded to view. In and around the town is much to interest the visitor. The theatre is of Greek origin, but restored under the Romans. Catania is the starting place for the ascent of Etna, beyond that there is little of interest to the visitor. The Greek, Roman, and Saracenic remains that are found all over the island, are an endless source of pleasure. The finest are at Syracuse and Girgenti on the south-west coast, and both places are well worth visiting. SYRACUSE has an interesting history, having been a Greek city, which was besieged by Demosthenes in B.C. 413, and taken by the Romans in B.C. 212, when Archimedes was slain—his tomb is to be seen. The cathedral was once an ancient pagan temple. There is a fine theatre, also an amphitheatre and a temple to Diana, and the ruins of the great temple dedicated to the Olympian Jove. A Girgenti stands on a hill 900 feet high and commands a magnificent view. The ancient ruins of Agrigento are most interesting—of the temple to Juno there are still many columns standing. There are also the remains of temples to Castor and Pollux, Theron, and the enormous pillars of the temple to Jupiter Olympus. PALERMO, with about 300,000 inhabitants, is the capital of the Island, and enjoys a delightful climate. Much of interest is to be found in this fine city. The Palazzo Reale of Saracenic origin and close to it the church of S. Giovanni degli Eremiti with its picturesque cloisters. The Cathedral, Museum, Botanic Gardens, Villa Giulia and the Royal Park are also worth a visit. Excursions from Palermo should be made to Monreale to see the beautiful cloisters, and to Solvato, Cefalù, not forgetting also the Temples of Segesta and Selinunte. With its lovely scenery and delightful climate, its antiquities and beautiful vegetation, Sicily is certainly the most attractive island in the Mediterranean.

CENTRAL ITALY.

NAPLES is reached in 10 hours from Palermo by the Florio Rubbattino Co.'s steamers, which leave daily. One cannot approach Naples or leave it without wishing to explore some of its islands, besides the lovely places on its bay—Castellamare and Sorrento. The small steamer that takes you to Sorrento [or you can drive] will take you on to Capri. This rocky little island is full of beautiful sea caves and grottoes, the exploring of which on a fine day, in a small boat, is a most fascinating occupation. The colour of the water is a perpetual joy, and the caves seem to be a veritable trap for sunshine. Of flowers and ferns there are plenty. Ischia and Procida can be visited in another little three or four days' trip from Naples. The views of the coast, of Posilipo, Pozzuoli and Capo Miseno, are very fine. The little volcanic island of Procida is chiefly inhabited by sailors. The island of Ischia comes next, a charming resort, with mineral waters. The little harbour of Ischia, protected by its castle on a promontory, is a volcanic crater. Casamicciola is the place at which you will stay, and from which you will make the ascent of Mount Epomeus for a glorious view.

From Naples to Rome is a train journey of but a few hours. All who can will devote at least one week to visiting the many historical and interesting portions of the Eternal City, whose charms and beauties are too well-known to need comment here. But a list of the principal attractions may not be out of place:—St. Peter's, The Vatican, Capitol and National Museums, Gallery of Modern Art, Villa Borghese, Doria, Colonna, and Lateran Palaces, Castle of St. Angelo, and the Pagan Antiquities, consisting of the Colosseum, Roman Forum, etc. Leaving the Eternal City with much regret, a railway journey of five hours brings you to FLORENCE, where another week can well be spent admiring the City of Flowers and its surrounding country. In Florence itself the churches and galleries are of absorbing interest, whilst the local promenades and excursions should not be omitted. The Cascine is the most attractive and fashionable promenade in Florence, whilst the Viale dei Colli, one of the finest walks in Europe, opened 35 years ago, goes winding up through the hills a distance of four miles. The most delightful excursion outside Florence is that to Vallombrosa, with its Monastery, 3,300 feet above the sea level. This is made first by ordinary train from Florence to St. Elia, thence by cog-wheel railway to Salsomaggiore. The ascent through groves of oaks takes about an hour, and most striking panoramas are unfolded to view.

The run down to Pisa from Florence can be made two ways; either by Pistoia and Lucca or by Empoli. Lucca is one of the old fortified towns of Italy, with an imposing wall built round it, and massive gates leading into the town. Here is also the fine old Cathedral of St. Martino. In Pisa there is a fine Cathedral and the Leaning Tower. A stay of at least one night should if possible be made, in order to enjoy the view from the Campanile at sunset. From Pisa there are good trains to Leghorn, where you can take boat to Genoa and thence to the Riviera or Milan and the Lakes.

HOTELS.

SYRACUSE.

GRAND HOTEL VILLA POLITI.

FIRST-CLASS HOUSE.

Proprietor, MADAMA POLITI.

PALERMO.

HOTEL DE FRANCE.

FIRST CLASS.

Only Hotel in Palermo with Central Heating Apparatus throughout.

Electric Light. Lift. Winter Garden.

10 Rooms, nearly all sunny. Best and healthiest situation.

P. WEINER, Proprietor and Manager.

CATANIA (Sicily), Italy.

GRAND HOTEL BRISTOL

CATANIA.

First-class House. Full south, fine view of Mount Etna.

Warmest climate in Sicily.

Swiss Management.

VENICE.

GRAND HOTEL.

FIRST CLASS.

Every Modern Comfort.

Large Terrace on the Grand Canal.

SALSOMAGGIORE (Italy).

GRAND HOTEL DES THERMES

Highest order, immediately opposite the bath entrance, in the best and highest part of the village. Built according to the most recent ideas and principles. Modern comfort. 330 Bedrooms.

Annual resort of the most distinguished English and American families. Electric Light. Lift. Baths and Dressing Rooms. Steam Heating. Large and shady park. Latest sanitary arrangements. On every floor there are special Baths of Mineral and Bromine Waters. Moderate charges. For prolonged stay, Pension rates.

RITZ & PFYFFER, Proprietors.

of the Grand Hotel National, Lucerne; Carlton Hotel, London; Ritz Hotel, Paris.

HOTEL MILAN.

Old-established, First-class Hotel. Re-built and newly furnished. Close to Baths and Thermal Springs.

Omnibus meets all trains.

RICCOIRDO FERRARIO, Proprietor.

HOTEL CENTRAL BAGNI.

The most recently built Hotel in Salsomaggiore, and on which no expense has been spared to render it completely up to date as regards hygiene and comfort. The Hotel is directly connected with the New Bathing Establishment by a covered passage.

Charges moderate. Steam Heating.

For prospectus and particulars apply to the Manager.

Telegraphic Address: CENTRAL, SALSOMAGGIORE.

SORRENTO.

HOTEL TRAMONTANO.

Hotels Tramontano and Tasso, and Hotel-Pension Syrena.

These excellent Hotels, which are situated in the best part of what is worthily named the "Beautiful Spot of Italy," are the annual resort of the most distinguished English and American families. The principal centre for excursions. Electric light throughout. Tennis. English church.

Mr. G. TRAMONTANO, Proprietor and Manager.

BAVENO (Lake Maggiore) Italy on the Simplon Road.

HOTEL BEAU RIVAGE.

Comfortable English Hotel, situated opposite the "Borromean Islands," commanding a splendid view over the Lake and the Bay. Every modern comfort. Electric Light, Bath, and perfect English Sanitary arrangements. Moderate charges.

E. DE MARTINI, Proprietor.

FLORENCE.

GRAND HOTEL DE LA VILLE.

LATEST ENLARGED AND NEWLY INSTALLED.

Full South on the Lung'Arno. Electric Light and Central Heating. On every floor, rooms and apartments with Bath Room. Table d'Hôte on separate tables. Restaurant. Winter Garden. Tea Room.

C. APOSTOLINI, Proprietor.

THE GRAND HOTEL.

UNRIVALLED POSITION.

Suites and Rooms with Private Bath and Toilets.

STRICTLY FIRST CLASS.

Gobbe's Florence-Washington Hotel

First-class Family Hotel, situated full south, on the best part of the Lung'Arno.

House lately renovated.

Every English Comfort. Latest Improved Sanitary Arrangements. Lift. Electric Light throughout.

C. GONSO, Proprietor.

PISA.

GRAND HOTEL et HOTEL de LONDRES.

UNDER THE PATRONAGE OF THE ENGLISH ROYAL FAMILY. Entirely re-modelled and re-organized. Perfect quiet and finest climate. Splendid Garden. Baths. Electric Light in every Room. Special arrangements during Winter. The Grand Hotel and the Hotel de Londres are now united and under the same management.

W. GARDENHUT.

ROME.

GRAND HOTEL DU QUIRINAL.

Highly reputed and fashionable First-class Hotel, situated on the Via Nazionale (the finest street of Rome), in the highest and most central part of the city. Splendid Garden, full south. Magnificent new hall. Restaurant. Apartments with private bath and toilettes. Steamboat throughout.

350 beds.

Branch Houses:

Hotel Méditerranée, Toulon; Palace Hotel, Milan. The Grand Hotel, Lugano. The Hotels at Bagdad, near Lucerne. Hotel Stamerhorn, near Lucerne. Palace Hotel in Lucerne, to be opened in 1906. Hotel Euler, Bale.

ALASSIO (Western Riviera).

A QUIET AND LOVELY WINTER RESORT.

THE GRAND HOTEL, ALASSIO.

Absolutely First-class Modern Hotel, in the finest situation, sea view, full south.

CONSIDERABLY ENLARGED AND RESTORED.

Electric Light. Electric Lift. Stigler's System, heating by Hot Water Stoves. Suites with private bath and toilettes. Perfect Sanitation. Extensive Garden. Auto Garage. Omnibus meets all trains. Moderate terms.

A. MARSON, Proprietor.

(For many years at the Grand Victoria.)

THE SALISBURY HOTEL.

This High-class comfortable Hotel has been enlarged since last season. Finest position in Allassio. South aspect (300 feet above sea). Extensive grounds. Excellent water and sanitary arrangements. Electric Light throughout. Smoking room. Quiet. Comfortable. Good Cuisine. No charge for attendance or lighting. Private Carriage meets all the best trains.

Proprietors and Managers: Mr. and Mrs. JOHN COVENEY.

VAL d'OLIVO.

New First-class Residential Hotel, specially adapted for English Families. Beautifully situated on hill side. Sunny sheltered terraces and garden. Every English comfort. Electric Light in every room. Well warmed. English Management. Moderate terms. Open October to June.

MISS LEBET.

ROUTE II.

NORTHERN ITALY.

ITALIAN LAKES, ITALIAN & FRENCH RIVIERA.

GENOA (La Superba).

The most picturesque and interesting city in Italy, with the record of having one of the lowest death averages of European cities and a phenomenally equable temperature—warm in winter and deliciously cool breezes from the surrounding mountains and the Mediterranean in summer.

The patriarchal home of Italy's most ancient nobility, whose places, gardens, and famous collections of statuary, frescoes, and paintings, are a constant delight to thousands of travellers who annually sojourn in Genoa. Then there are the superbly decorated medieval churches containing exquisite marble columns and historical paintings, and the incomparable Campo Santo filled with its wonderful tombs.

Genoa is the principal port on the Mediterranean, and the first commercial and shipping point of the Littoral, besides being the junction for the arrival and departure for all the principal cities of Europe, the Orient, and the United States, the Hamburg-American, and North-German-Lloyd steamers from New York, and the Continent of Europe en route to China and Japan, stop at Genoa. The trains-de-luxe, and regular express trains from Paris and other large Continental cities make connections at Genoa en route to the Italian and French Riviera, so that travellers to Rome, Naples, Alassio, San Remo, Nice, Mentone, Monte Carlo, etc., can arrange to spend a few days in Genoa at one of its fine modern hotels. Genoa is built on steep hills rising abruptly from the Mediterranean, and the gorgeous panoramic views afforded from almost any terrace, street or building, must be seen to be appreciated. Electric trams traverse every part, and tend to add the combination of the modern with all that is most ancient and interesting to the American tourist, who is doubly interested in seeing the birthplace of Christopher Columbus, the discoverer of America.

From Genoa to Milan is a matter of only three hours by rail.

MILAN is a good centre for Northern Italy before making the tour of the Lakes. The Cathedral is the principal attraction, with its beautiful windows illustrating the History of the Bible. The public gardens and the monumental cemetery are also worth a visit.

VENICE is a 5 hours journey by rail from Milan, and one of the most delightful places imaginable to pass a quiet stay. The total absence of vehicular traffic strikes one as very strange; no horse, cart, carriage or bicycle is to be seen, and yet there is the sound of life at every turn. The approach to Venice from the Adri

ROUTE III.

SWITZERLAND.

Switzerland, the heart of Europe, has been described as "A cluster of delights and grandeur." The country has an area of only 15,720 square miles, and borders on France, Germany, Austria and Italy. It also has the proud distinction of being the source of three of Europe's biggest waterways—the Rhine, Danube and Rhone. Mountains and lakes occupy almost the whole of Switzerland, there being practically no flat land or plains. The mountains or Alps are divided into three groups, the Pennine Alps, the Helvetic Alps, and the Rhoetic Alps. The principal lakes are Constance, Geneva, Zurich, Lucerne and Neuchâtel, near the lakes of *Bienne*, *Thun*, *Brien*, and *Zug*. The glaciers of Switzerland, and occupy about one-eighth of the space, and are about 400 in number, the principal of which is the *Aletsch Glacier*. There are also waterfalls of importance, such as the *Rhine at Schaffhausen*, the *Aar at Handeck*, *Staubach* and *Pletschbach* at *Lauterbrunnen*, etc.

Certain points are renowned for the view and may be selected as follows:—*Col de la Faucille*, near *M. Reculet* and *M. Dole*, above *St. Cergue*, near above *Bienne*, the *Hauterstein* above *Olen*, *Albis* between *Zurich* and *Zug*, *Rigi* between *Zug* and *Lucerne*, etc.

It depends very much on the point at which Switzerland is first entered which is to be the first stopping place; also whether the tour is on bicycle or foot, as naturally the cyclist wishes to be ever going on from place to place and never turning back along the same road. But as centres for seeing the beauties and charms of each certain district the following may be helpful to visitors:—*LAUSANNE* as centre for *Montreux*, *Vevy*, *Neuchâtel*, *St. Maurice*, *Martigny*, *Aigle*, *Beaune*, etc. *INTERLAKEN* for the Bernese Oberland, *Grindelwald*, *Murren*, *Lake Brienz*, *Thun*, etc. *Lucerne* for the *Rigi*, *Plattus*, *Engelberg*, *Brünnen*, *Fluelen*, *Waren*, *Andematt*, *Burgstock*, etc. *CHUR* for the Engadine, *St. Moritz*, *Davos*, *Platz*, *Pontresina*, *Klosters*, *Rinz*, etc. *ZURICH*, *Dolder*, *Schaffhausen*.

LUGANO is some 20 miles from Como and reached by train in one-and-a-half hours. It has a population of 10,000 people and is charmingly situated on the Lake of Lugano, amidst lovely Italian scenery. Around it rise *M. San Salvatore*, *M. de Caprino* and *M. Genesio*.

The Piazza Giardino, with its promenade and fountains, is close to the landing stage. A broad quay, the favourite promenade, extends the whole length of the town along the shore of the lake. In the Piazza, Maria degli Angeli is a fresco. In the *Pantheon*, the finest work of Bernardino Luini (1529). There are many interesting excursions to be made into the surrounding neighbourhood. *MONTTE GENESIO*, about 5,800 feet, is reached by taking steamer or train from Lugano to *Capolago*, then the mountain railway, which runs to the summit. The view is magnificent, being one of the finest in the Lombard Alps. *Monte Salvatore* is ascended by railway from *Lugano Paradiso*.

LOCARNO may be reached by rail from Bellinzona in forty minutes. This pretty town, situated at the top of Lake Maggiore, has a mild climate, and is an excellent winter resort. The church, *Madonna del Sasso*, situated above the town, is worth a visit, as it contains interesting paintings, "Entombment," by Ciseri, and "The Flight into Egypt," by Bramantino.

LUCERNE.—A striking picture on the Lake of Lucerne is surrounded by walls with nine watch towers facing the *Rigi* and *Plattus*, and the snow-clad Alps. Seven bridges cross the Reuss, but the two old ones, the *Kapell Brücke* and *Muhlen Brücke* are of interest. Both have roofs, the former painted with scenes from the lives of the patron saints of Lucerne, and the latter with a Dance of Death. The old water tower near the *Kapell Brücke* used to be a lighthouse or "Lucerna," giving its name to the town. In and around the town the walks are charming, and the excursions to be made from Lucerne by boat, rail, etc., are very numerous. Places of interest in the town are the Hof Kirche, dating from the 16th century, the Lion of Lucerne Monument, near which is also an interesting garden, containing signs of glacier-worn rocks of a remote ice period. In the Rathaus is a Museum of Antiquities, and the Krieger and Friedens Museum (War and Peace Museum) should also be visited.

The Lake of Lucerne abounds in delightful excursions, those to the *Rigi*, *Plattus*, *Burgstock* and *Sonnenberg*, needing a special visit each. Other excursions on the lake can be made by steamer, and the ever-changing scenery on the trip from *Lucerne* to *Fluelen* is a source of delight to the lover of nature.

The *Rigi* is a famous ridge between the Lakes *Lucerne* and *Zug*. The view is unsurpassed for extent and magnificence, including the view of 13 lakes, the Oberland, and many of the distant Alps. The sunset view is much finer than sunrise, and is best seen from *Rothstock*. Sunrise from *Kulm*.

BRUNNEN, charmingly situated on the most beautiful part of the Lake of Lucerne, commands magnificent views of lake and mountain scenery. Along the Lake of Uri from Brunnen to Fluelen runs the famous *Axenstasse*.

SEELISBERG is on the opposite shore to Brunnen, and with the Sanatorium of *Sonnenberg* forms one of the famous health resorts of the Lake of Lucerne.

The *BURGENSTOCK* may be reached in two ways; either by steamer from Lucerne to Kehreiten, then the cable railway to the crest of the *Burgstock*; or the other way is to go to *Stannstad* by boat, and then drive up the fine new road. From *Stannstad* it is about 1 hour 40 minutes by electric railway to *Engelberg*. The ascent of *Titlis* is made from here, and the panoramic view of the Alps is grand, extending from *Monte Rosa* to the *Black Forest*, and from the *Santis* to the *Matterhorn*.

ZURICH, capital of Canton Zurich, is beautifully situated in a mountain valley, 1,300 ft. above the sea. As a commercial town it is perhaps the most important in Switzerland, having extensive manufactures in silk, cotton, and machinery. The old town is still picturesque, but is gradually being replaced by modern private dwellings and public buildings, amongst which is the Federal Polytechnic School and University. An interesting excursion is that to the *Zurichberg*, 2,000 ft. above the sea, from which a fine sunset view can be obtained. Another favourite place is the *Uetliberg*, about 6 miles south-west of Zurich.

HOTELS.

LUGANO.

THE GRAND HOTEL.

STRICTLY FIRST CLASS.

FINEST POSITION IN LUGANO.

HOTEL BEAU REGARD ET CONTINENTAL.

Near the Railway Station. Open all the Year.

In the very finest, healthiest and quietest position. Most splendid view, large shady garden; very spacious new dining room; large new drawing room; billiard room; smoking room; sun room; electric light throughout. Newest hygienic arrangements. Pension.

J. F. HENNAUER, Proprietor since 1881.

PARADISO-LUGANO.

HOTEL EUROPE.

First class house in every respect. 100 Rooms. 150 Beds. First public drawing room with full view of the Bay of Lugano. Lift, electric light, and central water heating throughout. Winter. Large terrace and garden. Lawn Tennis. Trainsway and landing place of the steamer before the Hotel. Moderate terms. Attendance, heating, and light included.

Proprietress, Mrs. HUB-WISS.

LUGANO.

The former Hotel du Parc will continue to exist as

HOTEL DU PARC—BEAUSEJOUR,

and Dependances.

VILLA CERESIO and CASA FATTORI.

From 1st April, 1903, and will be managed by Mme. Vve. A. BENA, Proprietress.

GRAND HOTEL SPLENDID.

First-class House. Beautifully situated on the border of the lake.

Lift. Electric Light throughout.

A. FERRER, Proprietor.

Engadine. MALOJA. (Switzerland).

THE HOTEL KURSAL MALOJA.

(MALOJA, Engadine).

Open from June 15th to the end of September. One of the most magnificent hotels in Switzerland. 6,000 feet above sea level, in the most picturesque scenery of Upper Engadine. Sanitary in the most improved description. Electric Light. Lift. New covered glass verandah. Golf. Lawn Tennis. Fishing. In the Lake of Sils, Mountain Excursions. Carriage and Coach. Service. Many natural curiosities. Glaciers. Magnificent "Glacier Mills." Wonderful Alpine Flora. English and Roman Catholic Churches.

Manager, EDWARD SHARR, in Winter Hotel Gallia Ltd., Cannes.

Telephone and Post Office: MALOJA KURSAL.

LUGANO Lake of Lugano.

GRAND HOTEL METROPOLE ET MONOPOLE.

STRICTLY FIRST CLASS.

A. BROCCA, Proprietor.

Also of the GRAND HOTEL LUGANO.

LAUSANNE.

HOTEL BEAU RIVAGE.

OPEN THE WHOLE YEAR ROUND.

First-class Establishment with every modern comfort. 220 beds. On the shore of the Lake and in proximity to the Landing Place and Lausanne Funicular Railway. Lift. Electric Light. Central heating in every room. Lawn Tennis. Fishing. In the Lake of Sils, Mountain Excursions. Carriage and Coach. Service. Many natural curiosities. Glaciers. Magnificent "Glacier Mills." Wonderful Alpine Flora. English and Roman Catholic Churches.

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ROUTE III.—Contd.

THE ENGADINE.—Coire (Chur) is the best starting point for the Engadine, and from here carriages may be had for all parts.

Thavis can be reached by rail in about an hour and a half, and here are the ruins of the oldest castle in Switzerland.

Arosa, six hours by diligence from Coire about 6,000 ft. above the sea, magnificent scenery, and a favourite Alpine summer resort. DAVOS.—Health resort with dry bracing air and much sunshine. In winter skating, tobogganing and snow shoeing are the amusements, in summer, golf, and lovely local excursions are made.

KLOSTERS, situated in a broad valley amongst pastures and woods and surrounded by high mountains, is a much frequented summer resort with several interesting mountain excursions.

ST. MORITZ, 6,000 ft. above the sea, and the highest village in the Engadine consists of two parts *St. Moritz Dorf* and *St. Moritz Bad*. The latter is the summer resort during the months of May to September when golf, tennis, boating on the lake and Glacier excursions are the pastimes. *St. Moritz Dorf* during the winter season is frequented by lovers of winter sports such as skating, curling, tobogganing and ice sailing on the lake.

PONTRESINA.—Quite a popular summer resort, and much frequented by English visitors for its delightful excursions to several glaciers. *St. Moritz Dorf* is only an hour's walk through the forest.

THE BERNESE OBERLAND.—INTERLAKEN is situated, as its name says, "between the lakes" the Lakes of Brienz and Thun; a favourite summer resort and the best centre for making excursions in the Oberland, abounding in fine walks and views. There is a magnificent view of the *Jungfrau* from the *Hoheweg*, a fine avenue of walnut trees a chief resort of visitors. Interlaken is also far from the famous waterfalls, *Grassbach* on Lake Brienz, *Trummelbach* and *Staubach* in the Valley of *Lauterbrunnen*. Then also the glaciers of *Grindelwald* and views from *Murren* and the *Schynige Platte* are sights not to be missed.

Lauterbrunnen is only one hour by rail from Interlaken and here are the famous waterfalls of *Staubbach* (with a direct drop of 1,000 ft.) and *Trummelbach*. From *Lauterbrunnen* to *Murren* is about an hour by electric railway.

MURREN is celebrated for the finest view of Alpine scenery to be had from any residential spot. The ascent of the *Schilthorn* can be made in here in about 4 hours.

Scheidegg is the starting place of the *Jungfrau Railway*, which ascends at present to a height of over 9,000 ft.

GRINDELWALD from Interlaken, about 1 hour 20 minutes, is a favourite centre for mountain excursions, and much frequented during summer. It is sheltered by the *Wetterhorn* (12,000 ft.), *Mettenberg* (10,000 ft.) and *Eiger* (13,000 ft.), and between these three giants are two famous glaciers, the *Ober* and *Unter Grindelwald*, the *Ober* being the most popular.

ST. BEATENBERG, a charming place and favourite health resort, with a fine lake and mountain scenery, 50 minutes from Interlaken by boat and funicular.

Brienz, at the north end of Lake Brienz, noted for wood carving, is worth a visit. Other places which can be visited from Interlaken are *Kandersteg* (commanding a magnificent panorama), *Adelboden*, *Reichenbach* and *Frutigen*. Zermatt and the Rhone Valley can be reached from *Kandersteg* by way of the *Gemmi Pass*.

LAUSANNE itself is a mile-and-a-half from the shore of the lake up in the centre of the *Jorat* Hills. The port for landing from the steamer is *Ouchy*, roughly 30 miles from Geneva. The old and new parts of Lausanne are joined by a very fine bridge 135 yards long, called the *Grand Pont*, or sometimes *Pont Picard* after the builder. The cathedral dates from the 13th century, and is a fine gothic edifice, the approach to the terrace of the cathedral is by 160 steps, or by a winding street, but the views are very fine from the terrace. Other interesting places are the cantonal museum, *Musee Aarland*, blind asylum, etc. Leaving *Ouchy* by steamer you come to *Pully*, *Cully*, then *Vevy*, famous as the scene of Rousseau's romance *Nouvelle Heloise*. Here also are important factories for tobacco, chocolate and infants food.

MONTREUX is composed of scattered villages partly on the hillside, partly on the lake, and is divided into three parts, *Le Chateau*, *Les Planches*, and *Vevay*. Many excursions can be made from Montreux; to *Vevey* by electric train, cable tram to *Glion*, having another fine view of the lake and surrounding mountains can be obtained, then to *Naye*, 6,500 feet, from where can be seen the *Bernese Alps* (*Wetterhorn*, *Eiger*, *Jungfrau*, etc.) *Les Avenches* can be reached from Montreux by road, via *Glion*, and the fields of narcissus are a lovely sight in early summer.

Continuing on by rail, you pass *Terriet*, *Villeneuve*, *Aigle*, *Bex*, *St. Maurice*, and then come to *Martigny*.

AIGLE, 20 minutes from Montreux is the starting point to the health resorts of *Leyssin*, *Diablerets*, *Chateau d'Oex* (for its bracing mountain air cures); *Villars* (for milk cures, and lovely scenery); *Chesires* and *Bex* (noted for its strong saline waters and grape cures). Near *Bex* is *Les Plans* for climatic cure, 3,600 ft., and a centre for mountain excursions. *Martigny* is the starting place for the *Tête Noire* and *Col-de-Balm* routes to *Chamonix*, one of the most popular Alpine resorts, on account of being within easy reach of the famous *Mer de Glace* Glacier des *Bossons*. The ascent of *Mont Blanc* is made from here, and needs usually two days.

Champéry, situated at the foot of the *Dent du Midi*, is reached by diligence from *Montreux*. From *Martigny* the railway goes to *Brigue* (the terminus of the Simplon and Furka routes) via *Sion* (starting point for *Evolea*, *Arolla*, *Mayens*, etc.), and *Viège* (Viège) the junction of the line to *ZERMATT*. This last place is a very important mountain resort, whence the ascent of *Monte Rosa*, the *Matterhorn*, *Dome*, *Dent Blanche* and the *Breithorn* can be made. The view of the snow-covered Alps and glaciers obtained from the railway to *Gornergrat* is really magnificent.

Engishorn is a high mountain resort on the *Brigue-Rhone* Glacier road, whence the ascent of the *Jungfrau* is made quite easily. There are also numerous Glacier excursions, notably that to the *Aletsch Glacier* the largest in Switzerland.

HOTELS.

LOCARNO-LAKE MAGGIORE.

THE GRAND HOTEL.

With new Dependence, open all the year. Terminus of the St. Gothard Railway on Lake Maggiore. Finest Spring Air and Winter resort in Europe. Most charming transit from Switzerland to Italy. Best stopping place on the Italian Lakes. Most luxurious and beautiful hotel, excellent situation in a magnificent Park. Variety of beautiful walks and excursions. English Church. Lift. Electric Light throughout. Central heating. Moderate charges. Tennis and Golf.

HEIDEN (Switzerland).

HEIDEN (Switzerland). C. Appenzell. 2,700 feet above sea-level. Beautiful village, overlooking the Lake of Constance. Excellent health resort, bracing climate. First-class Hotel. First-class own grounds, shady park, wonderful view. Affords extensive view of the Lake of Constance. First-class Hotel. First-class own grounds, shady park, wonderful view. Affords extensive view of the Lake of Constance. First-class Hotel. First-class own grounds, shady park, wonderful view. Affords extensive view of the Lake of Constance.